THE SEVENTH DAY.

Tuesday, the 1st March, 1927.

The Assembly met again at 11 A. M. on the 1st March, 1927.

112. Needs of the Tiruvalla taluk.

MR. KOSHY PALAKUNNATTU (*Memeber, Nominated*) first spoke about the need for the construction of a bridge at the Kozhenchery crossing on the Tiruvalla-Kozhenchery road, the most important road in the eastern part of the taluk. As a result of several representations, the Government had sanctioned the construction of a bridge at Vallankulam *kadavu* on the Manimala river. The work was in rapid progress and it should be completed before the close of the year 1102. Three or four other bridges were necessary on the road running eastward from Kozhenchery. The chief among them was the one at Kozhenchery Market landing. There was a *junghar* service at the place but it could be used only during three or four months in the year, the current in the river being very strong at other times. Kozhenchery was an important place on the eastern bank of the Pamba river, and possessed a market established in memory of Mr. Ballard, a former Resident of Travancore and Cochin. There was also a cattle market near by. Huge crowds gathered there during the annual Maramon gathering. But, for want of a bridge at Kozhenchery, the people attending the ceremony, the school-going children and the people going to the market experienced great difficulty. Again, the Tiruvalla-Kozhenchery road was the only route adopted by the pilgrims going to Sabarimala and people attending the festivals at the Tiruvalla, Kaviyur, and Aranmula temples, the Rama Varma Regatta at Ayirur, the Car Festival at Putiakavu and the *Vallamkali* at Aranmula. In view of the above facts, a bridge at Kozhenchery was an absolute necessity. The expensiveness of the work should not be a matter of prime consideration especially in view of the fact that there were in the taluk more than 130 miles of road constructed by the people at their own cost. Further, there was a rock close by which could be blasted for the rubble required for the work.

Secondly, more money should be spent on minor irrigation works in Central Travancore with special reference to Edachira and Palakattil *chira*. Compared with South Travancore, the Government had done practically nothing to improve irrigational facilities in Central and North Travancore. The Special Investigation Officer Mr. John Kuriyan, had submitted a report and the Government had also appointed three overseers to submit a scheme for improving irrigational facilities. But no arrangements existed to ascertain the progress of their work. Again, question No. 40 of the *Jamabandi* Check Memorandum required the *Jamabandi* officer to ascertain whether the Tahsildar and the *Provertikar* had paid attention to the restoration of minor irrigation works for which records were available. In answer to the question the *Jamabandi* officer always wrote that there were no records available to show the names of minor irrigation works. Instructions should be issued to the officers to pay more attention to the matter.

The Edachira and the Palakkattil *chira* were constructed by the Government 15 years ago at a cost of about Rs. 3,000. But they were in utter disrepair owing to neglect, and an extent of 300 *paras* of paddy land in the vicinity was rendered unfit for cultivation. The Irrigation Supervisor had submitted an estimate for the restoration of the *chiras* and the local inhabitants had agreed to bear one-half of the cost of repair. The work should therefore be put in hand soon.

The member next requested that the canal dug by the people and running beneath the *Anchampalam* should be deepened and improved.

Immense loss was caused to adjoining lands by floods in the Pamba river. Such loss could be prevented if three groynes were constructed between the Pramadattu rock and the Meletu *kadavu*. Although budget provision had been made for the

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purpose during the last three years, no work had been done. The inhabitants of the locality had put up two groynes, but they were damaged for want of proper maintenance. The work should be taken up soon, as, otherwise, the lands on the banks of the river at the locality would be washed away.

An embankment should be constructed at Tiruvengaman and the level of portions of the Kuriyannur-Marammannu road should be raised to prevent the inrush of river water during the rainy season to the adjoining lands. Similarly, the level of (i) the road from Nedumpravar to Kuriyannur from the junction with the Tiruvalla-Kozhenchery road to Pramadattu rock (ii) the M. A. road at Tiruvengaman (iii) the T. K. road should be raised.

All lanes leading westwards from the Pamba river from Pramadattu rock to Mulaveli rock should be closed to prevent river water from flowing along them during the rainy season. The work, the member said, would not cost more than Rs.200.

Lastly, the breaches that had occurred during the floods of 1099 at Erattubhagam and Tiruvengaman should be closed and portions of the Tiruvalla-Kozhenchery road that were subject to submersion during rains should be raised.

The member concluded by saying that a memorial signed by about 1,500 inhabitants of his taluk praying for the Kozhenchery bridge had been submitted.

DEWAN'S REPLY: Mr. Koshy Palakunnattu, the bridge over the Kozhenchery river which you plead for is no doubt very desirable ; but as it is very expensive, it is not possible to put it down in our programme of public works construction for the next year or two at least.

In regard to minor irrigation works, estimates for improving the two *chiras* you mentioned are under scrutiny and will be considered in the year 1103.

The embankment at Tiruvengaman requires investigation.

Estimates are under preparation in regard to the three groynes in the Pamba river.

Of the three roads you mention in the fifth item of your representation two are ryots' roads which are not under departmental maintenance and the other one will be looked into. As for the T. K. road, the question will be considered.

The question of closing lanes leading westwards from the Pamba river from the Pramadattu rock will be enquired into.

113. Needs of the Tiruvalla taluk.

MR. K. R. NILAKANTA PILLAI (*Member, Tiruvalla taluk, Group II*) represented the need for the early completion of the repairs to the Chengannur-Mannar road *via* Pandanad. In 1060, the Government opened a trace between the two places, which was subsequently widened by the local inhabitants. The road started from the 75th mile of the Main Central road and ran along the southern bank of the Pamba river. Portions were breached by floods and the fields to the south of the road were also damaged by the inrush of river water. It would be well if culverts were constructed at those places. Again, several parts of the road were under water during winter, and the level should be raised. The Government had provided a sum of Rs. 2,000 for the purpose in the budget for 1102, which would be sufficient only for a length of 2 miles. Unless the whole work of raising the level was done at a stretch, the money spent each year would be a waste. He therefore, urged that provision should be made for raising the level of all the necessary portions and also for the construction of four culverts in the road.

The total length of the road was only 7 miles and it was very much used by the pupils attending the English High Schools at Mannar and Chengannur, and persons going to the Munsiff's Court, Magistrate's Court, hospital and other institutions in Chengannur, and to the Sastampuram market. It would be of immense benefit if the road was made fit for cart traffic and a *junghar* service established at the Illimata ferry.

The Chengannur-Kozhenchery road started eastward from the 74th mile of the M. C. road and passed along the Puttankavu bazaar. The whole length of the bazaar, about 2 miles long, was on the banks of the Pamba river. The width of the road at that portion was only 10 feet and there were houses in close proximity on both sides. During the rainy season it was submerged under water. It was the

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